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Hongkong, 26th April, 1909.

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The Daily Press.

HONGKONG, JUNE 3RD 1909.

One of the most mischievous movements that has ever taken place in China is undoubtedly that for the so-called recovery of "Sovereign Rights," which analysed is only a return to the policy of entire isolation from the rest of humanity which brought on all the troubles of the eighteenth and the first sixty years of the nineteenth century. Under the early princes of the Manchu dynasty, China had been in the fore rank of the nations, but with the reactionary policy then introduced, and the attempt to rule China as a conquered nation, Manchu rule came to be one of utter distrust; and one of the first symptoms of this was the dread that with knowledge of the greater confidence placed in their people by European Governments, the Chinese as a people would grow discontented with their own state of dependence. Ignorance was therefore to be the sheet anchor of Manchu rule, and the most effective method of bringing about ignorance, was, the astute rulers who had now come on the scene at once saw, isolation. So far as was possible the various populations that constituted the empire were to be isolated from one another. The roads which during the Ming dynasty had been fairly looked after, were now as a matter of policy studiously neglected; mines, which induced the circulation of commodities were deliberately closed, and the traveller through the mining districts still sees engraved on stone tablets by the wayside the numerous edicts issued sternly forbidding under the direst punishment the re-opening of the mines that had been encouraged under their predecessors; obstacles of all kinds were placed in the way of the inhabitants

attending distant markets; taxes were raised on goods in circulation long before the advent of the greatest incubus that has ever befallen a nation, the growth of the industry-killing system of *Likien*; garrisons of untrained Manchus were placed in most of the provinces, as permanent pensionaries, originally to overawe the populations, but their training having been neglected, they became useless burdens on the provincial exchequers.

In the propaganda of ignorance the Manchus found their chiefest helpmate in the encouragement of the (so-called) *literati* of the Empire. These, they soon perceived, had become so imbued with the anathematic principles of the school of Chubai, that they could safely be used to bulldoze the nation at large. The false Confucianism of the school of Chubai was elevated into the official cult of the Empire, and the successors of K'ienlung on the throne, having put the State to sleep, fondly conceived Elysium had come, and never should—

The hundred summers die,
And thought and time be born again,
And never knowledge drawing nigh,
Bring truth that sways the soul of men.

The wretched debauchee, Hsienfung, on whom had fallen the mantle of K'ienlung, met a rude awakening when after the outraged British ships came thundering at Canton he, still unconvinced, had to fly from his cap talleaving to his ministers the task of re-creating the Empire. But, though China had no more wars with Europe, except the short incident with France, the spirit was alive, and after the coup d'état of 1898 broke out in the attempted Boxer massacre of 1900. The leading spirit in this was the late Regent, who woman-like, staked her all on getting rid of the intruding element at one fell blow, the result of which was the capture of Peking by the foreigner, and the ignominious flight of the offending Regent. More wise than his counsellors, the late Emperor recognised that unless China were prepared to enter on equal terms the community of nations she must be ever prepared to continue to eat humble pie; already the outer nations were laying plans to divide amongst themselves his mismanaged heritage, a dénouement which at the time China was utterly powerless to prevent; and had it not been for the action of England and America, all of whose influence was thrown into the scale, it is morally certain that already the process would have been far advanced. More than anything else the knowledge that the reactionary policy that followed was in the last degree galling to the Emperor himself, had excited the more generous spirit of England and America, who knew besides that a large and important section of the rising generation of statesmen were at one with the Emperor; and this influence it was mainly that prevented the reactionary policy of the late Empress Dowager from being used as a pretext for flinging whole provinces from the Empire.

Unable by direct means under the circumstances of the case to accomplish its aim of bringing back the bad old times of the successors of K'ienlung, the reactionary party found a new card to play in touching the susceptibilities of the nation at large, by representing that its "sovereign rights" were being frittered away. Like most other party cries, which have been for a term successful it had its substratum of truth. The late Empress Dowager and her then henchman, the arch traitor Li Hsueh Chang, had indeed conceived the idea of hartering away the whole of the Manchu possessions of the throne, in return for the assistance of Russia; who was to aid them in their grand scheme of getting rid at one blow of all the other foreign Powers. It does not, indeed, appear that Russia ever entered into negotiations with this particular object, but she certainly gave Li and the EMPRESS Dowager broad hints as to the advantages she had to offer in assisting China, (i.e. Li and the EMPRESS DOWAGER), to get rid of the pressures being brought to bear on her by England, America, and the other friendly Powers, to induce her in her own interest to introduce some of the more necessary reforms, the lack of which, they pointed out, was the true cause of the alienation from the Government of the whole of the population. It casts no discredit on the tale that she the dénouement had come about, Li and the DOWAGER EMPRESS had parted in anger, and Li had been sent, in what was intended for banishment, to Canton; he came back unasked after the taking of Peking; and renewed his intrigues with Russia, which, it may be remembered were only closed by his death.

Now, there is a clear connection between the new cry of the reactionary party and the misdeeds of Li; and without a knowledge of the hidden ways of that unpatriotic intriguer, the new development could hardly have come about. The methods may, indeed, seem strangely different, but the object of both is one;—that of preventing at all hazards the entrance of China on the road

that leads to civilization. Li Hsueh Chang hoped to bring this about by the assistance of Russia, and in return for this was ready to deliver over Manchuria, and bind China to a dependence not greatly differing from vassalage. With the same end in view, the modern reactionary finds himself called upon to raise the cry of "China for the Chinese,"—well knowing that China being once more entangled in the old fetters would have lost all power of helping herself. The whole is merely a distinction without a difference, both leading to the same inevitable goal,—a return to the periods of TAOWANG or Hsienfung, with universal famine and discontent, and the re-enactment of the Taiping Rebellion with all its horrors of pillage and destruction.

Lately we have had some notable examples of the process in the disappearance of the funds of the Hankow-Canton Railway and the necessary calling in of the hated foreigner after the would-be patriots had divided amongst themselves the entire swag. So, too, the Shanghai and Ningpo main line, opened to Kiating, some forty or fifty miles, after a year and a half of work building a track which is a disgrace to all concerned, and the expenditure of nearly as much capital as the well-equipped line to Nanking. Even more disgraceful, is the deliberate attempt at swindling private capitalists out of undertakings on which they had already advanced in good faith, large amounts of money. The result, as far as the authors of the policy is concerned, has been perfectly satisfactory; both foreigner and native have learnt to their cost that Chinese honour, far more ranking high in the world of commerce and finance, is now no more to be depended on, and both equally have learnt to their cost that the louder the "patriot" the more is he bent on self-aggrandisement. The immediate result as far as China is concerned, is that while foreign capital which was prepared to do much for the regeneration of the Empire, has been driven out of the country; native capital, but a little while since creeping cautiously out of its hiding places, has been forced back into its old concealment; and, as a factor working for the regeneration of the Empire, has absolutely ceased to exist.

The Siberian Mail of May 8th was delivered in London on the 1st inst.

Dr. Amos P. Wilder, who has been appointed American Consul-General at Shanghai, was expected there from Japan (where he has been staying for the past month) on Tuesday.

On receipt of news of the result of the Derby, the Stewards of the Shanghai Race Club sent a telegram to H. M. the King conveying "heartiest congratulations." His Majesty telegraphed his thanks for the message.

The total number of plague cases, reported in the Colony last week was 11; and there were 12 deaths from this disease. Three cases of enteric fever figure in the week's return, two being European cases and the other Chinese. Other cases of infectious disease were one of puerperal fever and two of small-pox.

Tokyo newspapers state that the Tokyo Spinning Company has obtained through the agency of Messrs. Sato, Fraser & Co. a foreign loan of ¥1,000,000 at 6½ per cent. interest, the loan being guaranteed by the Hundreth Bank, and its proceeds to be applied to the purchase of new machinery.

Vice-Admiral Sir Hedworth Lambton with H.M.S. *King Alfred*, *Bedford*, *Monmouth* and *Kent*, armoured cruisers; H.M.S. *Ohio*, sloop, and four torpedo-boat destroyers were at Wei-hai-wei on the 28th ult. H.M.S. *Astraea*, 2nd class cruiser, and the dispatch vessel were expected to arrive the following day.

A Shanghai Municipal Notification, dated May 26, announces that "the Sincawei Road is re-opened to traffic with effect from this date." The *N.O. Daily News* understands that this step has been taken in consequence of the opening of negotiations with the Spanish authorities, of which there is every reason to anticipate a favourable conclusion.

The Hongkong Office of the Osaka Shosen Kaisha sends an interesting booklet descriptive of the Company's Inland Sea service. There is a track chart showing where the steamers run in this sea, famous for the unrivalled picturesque quality of its scenery, and the letter press describes the various voyages and the principal attractions of the various ports of call, added interest being given to the description by a number of photographic views.

Sir Robert Hart, who was already a life governor of the Benevolent Society of St. Patrick, has been elected one of the limited number constituting the Grand Committee, in succession to the late Earl of Howth, K.P., at one time president of the society. Although Irish, the society is neither denominational nor political. Children of both religions are admitted, but religious or political controversies find no encouragement or home within the walls. The new and enlarged buildings which are approaching completion will contain accommodation for upwards of 450 children, in addition to the rooms set apart for the benevolent purposes of the society.

An attempt is being made in Shanghai to float a company to build a roller skating rink at Shanghai and to carry on the business of Roller Skating Rink proprietors. The capital is fixed at \$120,000.

One of the passengers who left for England yesterday by the *Kitano-Maru*, Mr. Hastings of Formosa, has the distinction of having resided in the East continuously for fifty years, forty-seven of which have been spent in Formosa.

SUICIDE OF A JAPANESE.

An inquiry into the circumstances of the death of a Japanese who committed suicide was conducted at the Magistracy yesterday by Mr. J. H. Kemp before the following jury: Messrs F. O. H. Kollinghaus, J. C. V. Ribeiro and J. O. V. Ribeiro. The body of the deceased was found floating in the harbour on May 19th near the coal sheds at Kowloon.

Dr. Pearce said from his post-mortem examination of the body, which was that of a young man of about 25 years of age, he was able to state that there must have been a great struggle for breath. There was a wound in the nature of a stab, in the front of the neck, just over the windpipe. From the very congested state of the internal organs, and the evidences of a strong struggle before death, he considered the cause of death was drowning, and not the loss of blood from the stab in the neck. The wound was consistent with a self-inflicted injury.

Hearsh Jensen, engineer, gave evidence to discovering a suit of clothes, a pair of boots, and a cap near the new Recreation Ground at Yau-mai. Near the water's edge, on a stone wall, there were evidences of blood. Among the papers found on deceased were none bearing on the case. One of them, however, was a love letter.

A Japanese clerk in the N.Y.K. said he knew deceased in Japan, and later in Hongkong. He had often told witness he had trouble in Japan, saying he had lost all his money in trade.

The Coroner said deceased appeared to have cut his throat and then jumped into the water. The circumstances pointed to suicide, as he had had some trouble with a wife and sweetheart, who were apparently in need of money.

The jury returned a verdict of "Suicide."

BELGIAN CONSUL'S RESIDENCE ROBBED.

A daring robbery was reported to Police Headquarters yesterday, the victim being Mr. J. Bribois, Consul for Belgium at Hongkong. Between 7 and 11.30 p.m. on the 1st instant, while Mr. and Mrs. Bribois were absent from their residence at 106, Gough Hill Road, thieves gained an entrance and departed with \$100 in Hongkong and Shanghai Bank notes; one twenty-franc Belgian note, valued 88; one plain gold chain with jade pendant, pear shaped, valued \$50; one plain gold bracelet valued \$50; one gold finger ring, valued \$15; two Japanese bracelets, one butterfly and one plain, valued \$12; one lady's gold watch, semi-Hunter, English Lever, valued \$150; one gold brooch set with small pearls and greenstone in centre, valued \$40. The total value of all the articles stolen is placed at \$425. Detectives are investigating the matter.

HONGKONG TENNIS LEAGUE.

Y.M.C.A. V. LUSITANO.

This match was played yesterday on the Y.M.C.A. courts at Kowloon and resulted in an easy win for the "whites" by 70 games to 18. "Elo" 4 games were not played.

Scoring:—
Hidding and Leiston beat Hyndmann and Yvanovitch 11/0, beat Lettito and Guterres 10/1, beat Rosa and Remedios 9/2.
Edwards and Fowler beat Lettito and Guterres 10/1, beat Hyndmann and Yvanovitch 9/2, beat Rosa and Remedios 8/3.
Clements and Hicks beat Lettito and Guterres 9/2, lost to Rosa and Remedios 4/7.
Table to date:—

CLUB.	P.	W.	L.	PTS.
Craigengower	2	2	0	4
Y.M.C.A.	3	3	0	6
Kowloon	1	1	0	2
Lusitano	3	1	2	2
Y.M.C.A. (Chinese)	3	1	2	2
Schoolmasters	1	0	1	0
Civil Service	1	0	1	0
Tai-ko	2	0	2	0

SUPPOSED TO BE A CHRISTIAN.

An interesting conversation took place at the Magistracy yesterday. A Japanese witness on being called to give evidence took the Bible in his hand for the purpose of being sworn.

His Worship (Mr. J. H. Kemp)—Are you a Christian?

Witness—No, but I am learning the Bible.

His Worship—What religion are you? Are you a Christian?

Witness—I am not yet a Christian; I am supposed to be by I am learning.

His Worship—Do you wish to be sworn on the Bible?

Witness—Yes.

Witness then took the oath in the customary manner.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Wakasa Maru* (European Line) left Moji for this port via Shanghai on the 31st ult., and is expected here on the 7th inst.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 1st inst., and is expected here on the 8th inst.

The I.G.M. str. *Buoloe* which left here on the 5th ult. at noon, arrived at Genoa on the 1st inst. at 7 a.m.

The C.P.R. str. *Empress of India* left Yokohama at noon on the 1st inst. for Victoria and Vancouver.

The Dampier-Rhodes "Union" Action-Gosnell str. *Woytinde* left Shanghai on the 2nd inst. morning, and may be expected here on about the 6th inst.

TELEGRAMS.

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[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

AUSTRALIAN POLITICS.

LONDON, June 1st.

A Melbourne message states that the Governor-General has refused to sanction a dissolution of the Commonwealth Parliament and the Cabinet by 28 votes to 5 (?) have decided to resign. The Hon. A. Deakin is forming a ministry.

SIR IAN HAMILTON PROMOTED.

LONDON, June 1st.

Sir Ian Hamilton G.O.C. in chief of the Southern Command since 1905, has been gazetted Adjutant-General of the Forces.

TURKISH DESIGNS IN PERSIA.

LONDON, June 1st.

The "Times" correspondent at Teheran reported that Turkish regulars have occupied Persian territory at Sujbulak near the frontier.

A Reuter's message from Tabriz states that a large force of Turks are about to occupy Khey, Salmas and Urumia.

[Salmas is a fertile plain bordering Lake Urumia.]

BERLIN HOAXED.

LONDON, June 2nd.

It appears that Berlin has been hoaxed in connection with the expected arrival of the Zeppelin airship.

H. M. the Kaiser wired to Count Zeppelin expressing his disappointment at the non-arrival of the airship.

Troops had been paraded to receive the famous aviator during the Whitsuntide holiday.

Count Zeppelin replied that he had never expressed any intention to visit Berlin and begged that an inquiry might be made to ascertain who sent the telegram to the Balloon Corps. The Count hopes to visit Berlin six weeks hence.

"YELLOW PERIL OF BRIGHT COLOUR."

A Japanese schoolboy has been giving his views of his New York neighbours "I am acquainted," he writes, "of one Korean gentleman name of Whee who resides in cellar of this city. He does not change his clothing which is soiled. He sleeps in soap box, but the soap is missing. To approach Mr. Whee with hygiene is too dangerous for good healthy. Labouring Union do not fear this Korean gentleman, because he shall never take no work from nobody. When not hitting pipe smoke this Whee man is dreaming of ancestors. He will also be one soon. When I observe such Korean patriot approaching to me I choose next street, thank you. This man is Yellow Peril of bright colour."

The enterprising Japanese boy does a pen picture also of "one Polish gentleman, name of Gumowsky." The Gumowsky man is, we learn, notable for forgetfulness in rushing. "Two times each year he is removed by Health Board, but this is of no use for Mr. Gumowsky, who make financial income collecting second-hand cigarettes. When he obtains sufficient whiskey-drunk there is war cry from his downstairs residence, and whichever furniture he can discover to break is thrown on street to strike by passing pedestrians. Mr. Gumowsky is not good enough gentleman to inhabit this American country. He is a Yellow Peril of dark colour, because soiled. With is more better citizen, thank you.—Mr. Whee of opium smoking and Gumowsky of whiskey-drinking, or Japanese Boy of derby hat, frockaway coat, and all other white manners of civilization?"

MR. ROOSEVELT.

PROPOSAL TO MAKE THE EX-PRESIDENT MAYOR OF NEW YORK.

An influential movement has been started by the Republicans of New York with General Stewart Woodford, formerly United States Minister to Spain, at its head. The movement has for its object the election of ex-President Roosevelt as Mayor of New York. In order to be a candidate for the post Mr. Roosevelt, who at present is not a resident of New York, will be obliged to take up a residence within the city limits.

It is believed by the promoters of this movement that the ex-President's patriotism and ardent desire for reform in New York (its politics and administration will induce him to become Republican candidate for the post. The term of the present mayor, Mr. McClellan, terminates this year, and while no charges of corruption can be brought to prevent the incumbent from being re-elected, it is still rampant in the city.

There is little doubt says a correspondent, that Mr Roosevelt can be elected, as his name would rally Republicans of all opinions to his standard, and thousands of the better-class Democrats, tired of Tammany rule, would also vote for him.

THE DEATH OF CAPTAIN MARKHAM.

We published a few days ago a paragraph announcing the death of Captain Markham, one of the few survivors of the *Bokhara* disaster, but old residents will be interested in the following reminiscences of that tragic event contained in the following letter dated May 10th, from a London correspondent:—

Saturday's newspapers contain a notice of the death on the 6th instant, after a very short illness, of Captain Frank D. Markham, late King's Shropshire Light Infantry, at 10 Queen Street, Mayfair. I do not know the cause of Captain Markham's death, but there can be no doubt that the terrible experience he underwent some seventeen years ago undermined the constitution of this promising young officer and helped to bring about his death at the early age of forty years. The demise of Captain Markham leaves Dr. J. A. Lawson the sole survivor of the passengers in the ill-fated *Bokhara* wrecked off the Pescadore in October, 1892, and of the team of Hongkong interport cricketers returning from Shanghai. Dr. Lawson suffered so seriously from the effects of exposure to that occasion that he had to retire from the Civil Service, and he is now located at Forfar, in Scotland.

Comparatively few residents of Hongkong and Shanghai to-day remember Markham, though Lawson's personality will not readily be forgotten. But I shall never forget the interview I had with the two survivors upon the deck of the cruiser *Porpoise*, which brought them down from Amoy. Lawson, badly wounded on the forehead by being dashed against the bridge of the doomed vessel as she was engulfed by a heavy sea, told the story of his grim experience with a considerable amount of characteristic vivacity, and mentioned how Markham, terribly unnerved, had had the greatest difficulty in recovering from the effects of the disaster. Markham had certainly received a serious shock. Attired in a flannel suit lost to him by an officer of the cruiser, he stood in the centre of a little group of civilians and service men, and in a slow voice, in subdued tones, gave a narrative of his personal experiences on that awful night. With the crowd of affrighted passengers he had been standing in the companion way when the *Bokhara* went down. He had no clear idea of how he got into the water, but as he could not swim and had no lifebelt, like Lawson, he gave himself up for lost. Luckily for him, he was washed up on a reef, where he lay bruised and battered, in no clothing but the remnant of his pyjamas, until the morning light revealed the six members of the crew whom he thought to be the sole survivors of the white man on board. It was only when they struggled over the sand dunes, bearing the wounded chief officers, that they discovered another survivor in Lawson, who had succeeded in getting shelter in a disused hut near the shore.

DEATH OF HERR VON HOLSTEIN.

BERLIN May 9.

The Berlin newspapers announce the death last evening of Herr von Holstein, formerly the head of the Political Department of the Foreign Office.

Herr von Holstein played a most important role in the conduct of German foreign affairs for more than thirty years, and his eminent qualities were recognised both at home and abroad. He was a member of Prince Bismarck's staff during the Franco-German War, after which he was attached to the German Embassy in Paris. His name was frequently mentioned during the Armin trials, and his notions, while he was subordinate to Count von Bismarck, were much criticised. In 1876 he entered the Foreign Office, where he soon made himself indispensable to the Chancellor. Under Prince Bismarck he was of course merely a very valuable official, but under Count Caprivi and Prince Bismarck, and in the early part of the Bismarck administration, he was practically the foreign affairs of the German Empire. He strove for neither orders nor titles, his only ambition being to acquire political power. He was a most assiduous worker, had few friends, and rarely came into contact with the public.

It is considered to be due to his influence that Prince Bismarck's policy of friendship towards Russia has been departed from, while Germany's aggressive policy as regards Morocco is also attributed to him. When the effect of Germany's Moroccan policy on France was observed Baron Tschirschky, then Minister of Foreign Affairs, proved strong enough to bring about Herr von Holstein's retirement from office in April, 1906. Since then he has lived, as he lived nearly all his life, practically behind the scenes, though one of the few persons who visited him in his solitary home was Prince Bismarck.

The Berlin newspapers point out that it is impossible for his contemporaries to judge or to estimate the value of a very confidential and responsible position at such an important period of Germany's history. Herr von Holstein, who belonged to a very old Mecklenburg family had attained the age of seventy-three.

PARIS, May 9.
The death of Herr von Holstein is generally commented on the Press, particularly in connection with the part he played in the fall of M. Delcassé and the Conference at Algiers.

The *Temps* remarks that his sole conception of Franco-German relations was that of conqueror to the conquered, the "renewed acceptance of defeat, and its definitive consecration by diplomacy based thereon."

The *Debate* expresses the hope that, "in the interest of Germany and Europe, with Holstein, its last advocate, a policy which is now an anachronism may have disappeared."—*The Times*.

A CAPTAIN'S STORY.

Capt. Forstopp, according to New York contemporary, tells a story of a certain noted divine who was on his steamship when a great gale overtook them off the Oregon coast. "It looks pretty bad," said the Bishop to the captain. "Couldn't be much worse, Bishop," replied Forstopp. Half an hour later the steamship was diving under the waves as if she were a submarine and heaving like an old door. "Looks worse, I think, captain," said the Bishop. "We must trust in Providence now, Bishop," answered Forstopp. "Oh, I hope it has not come to that!" gasped the Bishop.

THE CONSTITUTIONAL CHARTER,

SHIPPING.

ARRIVALS.

CHINHUA, British str., 2nd June—Canton.
 COLOMBO MARU, Japanese str., 2,119, M. Winkler, 2nd June—Bombay via Singapore 15th May, General—Nippon Yusen Kaisha.
 DAIGI MARU, Japanese str., 846, H. Matsumoto, 1st June—Swatow 1st June, General—Oseka Shosen Kaisha.
 HAITAN, British str., 1,183, J. S. Booth, 2nd June—Swatow 1st June, General—Douglas, Lapraik & Co.
 KAIFUKU MARU, Japanese str., 1,903, Suda, 2nd June—Moji 27th May, Genl.—Mitsui Bishi Goshi Kaisha.
 KALANG, British str., 2nd June—Canton.
 KWANGHAI, Chinese str., 1,469, Froberg, 2nd June—Shanghai 30th May, General—Chinese.
 KWONGSANG, British str., 1,428, W. P. Baker, 2nd June—Shanghai 31st May & Swatow 2nd June, General—Jardine, Matheson & Co.
 LINAN, British str., 1,352, Williams, 2nd June—Shanghai 3th May, General—Butterfield & Swire.
 MOYORI MARU, Japanese str., 2,736, J. C. Richards, 2nd June—Moji 27th May, General—Nippon Yusen Kaisha.
 PRINZ EITEL FRIEDRICH, German str., 5,001, E. Malchow, 2nd June—Yokohama 22nd May, General—Moloches & Co.
 PRINZ REGENT LUITPOLD, German str., 3,919, H. Kirchner, 2nd June—Hamburg 22nd April, Mails and General—Melchers & Co.
 QUINFA, German str., 2nd June—Canton.
 TUBODAS, Dutch str., 2,953, P. Zwart, 2nd June—Moji 28th May, General—Java-China-Japan Line.
 SPIN, Norwegian str., 870, W. Horn, 2nd June—Wuhu 30th May, Rice—Thoresen & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 2nd June.
 Chindua, British str., for Shanghai.
 Colombo Maru, Japanese str., for Kobe.
 Huchow, British str., for Swatow.
 Kwanghai, Chinese str., for Canton.
 Kwangsang, British str., for Canton.
 Macheu, German str., for Hoihow.
 P. E. Friedrich, German str., for Europe, &c.
 Peleno, British str., for Vladivostok.
 Spinn, Norwegian str., for Canton.
 Yaching, British str., for Canton.

DEPARTURES.

2nd June.
 CHINHUA MARU, Jap. str., for Swatow.
 CHINHUA MARU, Jap. str., for Hongkong.
 FRI, Norwegian str., for Haiphong.
 GERMANIA, German str., for Wakamatsu.
 HAINAN, British str., for Swatow.
 KALANG, British str., for Hoihow.
 KITANO MARU, Jap. str., for Singapore.
 KONGHANG, German str., for Bangkok.
 MOYORI, British str., for Singapore.
 M. S. DOLLAR, British str., for Moji.
 ONANG, British str., for Singapore.
 SHIRAHORO MARU, Jap. str., for Takao.
 SONATA, British str., for Singapore.
 THORDES, Norwegian str., for Hoihow.

SHIPPING REPORTS.

The Chinese str. Kwanghai reports North to W.E. wind with following sea, all the way clear.

VESSELS IN DOCK.

June 2nd.
 ABERDEEN DOCK—
 COLOMBO DOCK—Sumatra, Atlantis.
 COSMOPOLITAN DOCK—Asia.
 TAIKOO DOCK—Maple Leaf, Chenan, Tean.

VESSELS ON THE BERTH.

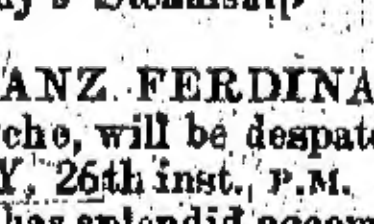
NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.
 FOR EUROPE.

THE I.G.M. Steamship.
 "PRINZ EITEL FRIEDRICH,"
 Capt. E. Malchow, will leave TO-DAY, the 3rd inst., at 10 A.M.
 NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.
 Hongkong, 2nd June, 1909. [5]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct).
 Calling at SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship
 "E. FRANZ FERDINAND,"
 Captain E. Nitsche, will be despatched as above on SATURDAY, 26th inst., P.M.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight apply to
 SANDER, WIELER & Co., Agents, Princes' Buildings.
 Hongkong, 2nd June, 1909. [3]



AMERICAN ASIATIC STEAMSHIP CO.
 FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast).
 S.S. "INDRANT" On 16th June.
 To be followed by
 S.S. "ST. PATRICK" About 13th July.
 For Freight and further information apply to—
 SHEWAN TOMES & Co., General Agents.
 Hongkong, 3rd June, 1909. [777]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE &c.	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 15th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	SITHONIA	Ger. str.	K.W.	Bremer	HAMBURG-AMERICA LINE	On 8th July.
BREMEN, HAMBURG & ROTTERDAM &c.	SURVIA	Ger. str.	K.W.	Selmer	HAMBURG-AMERICA LINE	On 11th inst.
HAYRE & HAMBURG VIA STRAITS &c.	SEMMAMBIA	Ger. str.	K.W.	Eckhorn	HAMBURG-AMERICA LINE	On 17th inst.
HAYRE & HAMBURG VIA STRAITS &c.	SEMMAMBIA	Ger. str.	K.W.	Eckhorn	HAMBURG-AMERICA LINE	On 10th July.
MARSEILLES, &c. via PORTS OF CALL.	CANTON	Swed. str.	—	Broo	MELCHERS & Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	POLYTHESION	Fr. str.	—	N. Nielsen	MELCHERS & Co.	On 8th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	WAKASA MARU	Jap. str.	—	W. Barrett	NIPPON YUSEN KAISHA	On 9th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	DENBIGHSHIRE	Brit. str.	—	Geo. Anderson	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
MARSEILLES, BREMEN & HAMBURG &c.	SANDO MARU	Jap. str.	—	v. Dohren	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, BREMEN & HAMBURG &c.	SCANDIA	Ger. str.	K.W.	Porcellius	HAMBURG-AMERICA LINE	On 1st July.
MARSEILLES, BREMEN & HAMBURG &c.	SILVIA	Ger. str.	K.W.	Wm. Fraser	HAMBURG-AMERICA LINE	About 30th inst.
GENOA, MARSEILLES, LONDON, & ANTWERP &c.	HIBANO MARU	Jap. str.	—	E. Malchow	NIPPON YUSEN KAISHA	On 1st July, at Noon.
CALCUTTA, QUIGUE, &c. via JAPAN PORTS &c.	MANBU MARU	Jap. str.	—	Nitsche	MELCHERS & Co.	On 28th inst., P.M.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	E. P. FERDINAND	Ger. str.	—	Mohr	CARLOWITZ & Co., Agents.	About 7th inst.
TRIESTE, &c. via SINGAPORE &c.	WOLGINSKE	Brit. str.	—	W. Shotton	DODWELL & Co., Ltd.	On 16th inst.
NEW YORK	PATHAN	Brit. str.	—	T. Harrison	CANADIAN PACIFIC RY. CO.	On 18th inst., at 6 P.M.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	INDRANT	Brit. str.	—	K. Kawara	OSAKA SHOSHEN KAISHA	On 3rd July.
VANCOUVER via SHANGHAI JAPAN &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
VANCOUVER via SHANGHAI JAPAN &c.	MONTEAGLE	Brit. str.	1 m.	G. W. Eddy	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
TACOMA via SHANGHAI & JAPAN &c.	TACOMA MARU	Jap. str.	—	P. Isaki	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
VICTORIA, B.C. & SEATTLE via KOREA &c.	TOBA MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
VICTORIA, B.C. & SEATTLE via KOREA &c.	SHINANO MARU	Jap. str.	—	A. E. Mosses	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Jap. str.	—	J. Burrows	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	M. Mooney	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
AUSTRALIAN PORTS via MANILA	HINSANG	Jap. str.	—	H. Kirchner	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
AUSTRALIAN PORTS via MANILA	SANUKI MARU	Jap. str.	—	C. D. Goldsmith, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	—	—	—
AUSTRALIAN PORTS via MANILA	MISHIMA MARU	Jap. str.	—	—	—	—
AUSTRALIAN PORTS via MANILA	TULIWOONG	Dut. str.	—	—	—	—
AUSTRALIAN PORTS via MANILA	CHIPSING	Dut. str.	—	—	—	—
AUSTRALIAN PORTS via MANILA	COLOMBO MARU	Jap. str.	—	—	—	—
AUSTRALIAN PORTS via MANILA	E. R. LUTPOLD	Ger. str.	—	—	—	—
AUSTRALIAN PORTS via MANILA	SIMLA	Brit. str.	—	—	—	—
SHANGHAI via SWATOW.	CHOYANG	Brit. str.	—	—	—	—
SHANGHAI	LINAN	Brit. str.	—	—	—	—
SHANGHAI	KWONGSANG	Brit. str.	—	—	—	—
SHANGHAI	YATSHING	Brit. str.	—	—	—	—
SHANGHAI, YOKOHAMA, KOBE & MOJI.	FOOKSANG	Brit. str.	—	—	—	—
SHANGHAI, KOBE & YOKOHAMA	TOURANG	Frech. str.	—	—	—	—
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SEOUTIA	Brit. str.	—	—	—	—
SHANGHAI, YOKOHAMA & KOBE	BRASILIA	Ger. str.	K.W.	—	—	—
SHANGHAI	DEVANIA	Brit. str.	—	—	—	—
SHANGHAI	YINGHOW	Brit. str.	—	—	—	—
SHANGHAI, YOKOHAMA & KOBE	CHENAN	Brit. str.	—	—	—	—
SHANGHAI, YOKOHAMA & KOBE	SIAK	Dut. str.	—	—	—	—
SHANGHAI	SEGOVIA	Ger. str.	—	—	—	—
SHANGHAI	TULIATAP	Dut. str.	—	—	—	—
SHANGHAI	SOSU MARU	Jap. str.	—	—	—	—
SHANGHAI	DAIGI MARU	Brit. str.	—	—	—	—
SHANGHAI	HAITAN	Brit. str.	—	—	—	—
SHANGHAI	HAINAN	Brit. str.	—	—	—	—
SHANGHAI	HAIVANG	Brit. str.	—	—	—	—
SHANGHAI	YUNSHANG	Brit. str.	—	—	—	—
SHANGHAI	ZAPIRO	Brit. str.	—	—	—	—
SHANGHAI	TEAN	Brit. str.	—	—	—	—
SHANGHAI	TEAN	Brit. str.	—	—	—	—
SHANGHAI	TAMING	Brit. str.	—	—	—	—
SHANGHAI	CHIRI	Brit. str.	—	—	—	—
SHANGHAI	BOANCO	Ger. str.	—	—	—	—
SHANGHAI	MOYORI MARU	Jap. str.	—	—	—	—
SHANGHAI	ISCHIA	Ital. str.	—	—	—	—
SHANGHAI	GREGORY APCAR	Brit. str.	—	—	—	—
SHANGHAI	KUTLANG	Brit. str.	—	—	—	—
SHANGHAI	TUBODAS	Dut. str.	—	—	—	—

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"
 Captain S. H. Nelson, will be despatched for the above Ports on SATURDAY, the 5th June, at Noon, instead of as previously advertised.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 1st June, 1909. [5]

DAMPFSSCHIFFS-REHEDEREI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
 (With Liberty to Call at Malabar Coast).

THE Steamship

"WOGLINDE,"
 Captain Mohr, will be despatched as above on or about the 7th June.
 For Freight apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 29th May, 1909. [798]

"SHIRE" LINE OF STEAMERS, LTD.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SEGUIRA,"
 Captain Hayes, will be despatched as above on or about the 8th June.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewardess.
 For Freight or Passage, apply to—
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 26th May, 1909. [784]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FRIEDLAND, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"
 Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 12th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOTIAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Pensia" due in London on the 25th July, 1909.
 Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 31st May, 1909. [1]

"SHIRE" LINE OF STEAMERS LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"
 Captain W. Barrett, will be despatched as above on or about the 12th June.
 For Freight or Passage apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 28th May, 1909. [755]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" On 22nd June.
 For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.
 Hongkong, 28th May, 1909. [699]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to
 DODWELL & Co., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1898. [9]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE
 (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land" etc.)

THE VOLUME which consists of 461 Pages and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE 3/6.

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMMILL	Beginning of June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	Thursday, 3rd June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. H. KIRCHNER	Thursday, 3rd June, at 7 A.M.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISERE	Friday, 18th June, at 10 A.M.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 3rd June, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

SUVERIC ... 6,232 W. Shotton ... On 3rd June.

OCEANO ... 4,687 E. W. Davis ... On 1st July.

KUMERIC ... 6,232 J. Matthe ... On 29th July.

ATYMERIC ... 4,563 J. Boyd ... On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & Co., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. [8]

Hongkong, 21st May, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STEAMERS TO SAIL.

SHANGHAI, KOBE & YOKOHAMA ... "TOURANE" Capt. Lancelin

MARSEILLES, via PORTS ... "POLYNESIE" Capt. Broo

SHANGHAI, KOBE & YOKOHAMA ... "ARMAND BEHIC" Capt. Guionnet

MARSEILLES via PORTS ... "SYDNEY" Capt. Rebuffat

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT, Queen's Building. [2]

Hongkong, 2nd June, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver—The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER

SAVING 5 to 7 DAYS' OCEAN TRAVEL

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	About 3rd June	Freight and Passage.
DEVANHA	About 10th June	Freight and Passage.
LONDON VIA USUAL PORTS	Noon, 12th June	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	About 16th June	Freight only.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd June, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 3rd June, 4 P.M.
CEBU and LOILO	"CHIHU"	On 4th June, 4 P.M.
SHANGHAI	"LINAN"	On 6th June, 4 P.M.
MANILA	"TEAN"	On 8th June, 3 P.M.
SHANGHAI	"YINGCHOW"	On 10th June, 4 P.M.
MANILA	"CHENAN"	On 13th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BEIRSBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woonung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
Hongkong, 3rd June, 1909.BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG"	Friday, 4th June, Noon.
MANILA	"YUENSANG"	Friday, 4th June, 4 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 6th June, 4 P.M.
KOBE	"HINSANG"	Sunday, 6th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOI	"FOOKSANG"	Monday, 7th June, Noon.
SHANGHAI	"YATSHING"	Tuesday, 8th June, Noon.
TIENTSIN via WIAHAIWEI and CHEFOO	"CHIPSING"	Wednesday, 9th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
Telephone No. 61.JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 5th June, at 10 A.M.
ANPING VIA SWATOW, & AMOY	"BOSHU MARU"	WED'DAY, 9th June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidsips. Untravelling Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings, Hongkong, 3rd June, 1909.

T. ARIMA, Manager.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN," Capt. J. S. Rouch	SWATOW, AMOY & FOCHOW.	FRIDAY, 4th June, at 1 P.M.
"HAIMUN," Capt. Evans	SWATOW	SUNDAY, 6th June, at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY & FOCHOW.	TUESDAY, 8th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd June, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

Hongkong, 3rd June, 1909.

NIPPON YUSEN KAISHA.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	WAKASA MARU	6500	WED'DAY, 9th June, at Daylight
PORE, PENANG, COLOMBO, and PORT SAID	SADO MARU	6500	WED'DAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	TOSA MARU	6000	TUESDAY, 8th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU	6590	TUESDAY, 22nd June, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU	6000	FRIDAY, 11th June, at Noon
SHANGHAI, MOJI and KOBE	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
NAGASAKI, KOBE and YOKOHAMA	MOYORI MARU	4500	THURSDAY, 3rd June, at Noon
KOBE and YOKOHAMA	COLOMBO MARU	5000	THURSDAY, 3rd June, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU	6000	WED'DAY, 9th June, at Noon
	SANUKI MARU	6500	FRIDAY, 11th June, at 5 P.M.
	MISHIMA MARU	9000	FRIDAY, 18th June, at Noon

* Omitting Shanghai.
† Fitted with New System of Wireless Telegraphy.
‡ Cargo only.
§ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
¶ From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 1st June, 1909.

T. KUSUMOTO,
MANAGER.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidsips. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.
RUBI	2540	E. W. Almond	Manila	On 12th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. BRASILIA	9th June
S.S. SEGOVIA	22nd June
S.S. C. FERD. LAERISZ	26th June
S.S. SLAVONIA	10th July
S.S. ANDALUSIA	18th July

Further Particulars, apply to—

Hongkong, 26th May, 1909.

HAMBURG-AMERIKA LINIE,
Hongkong Office.EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOCK.SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

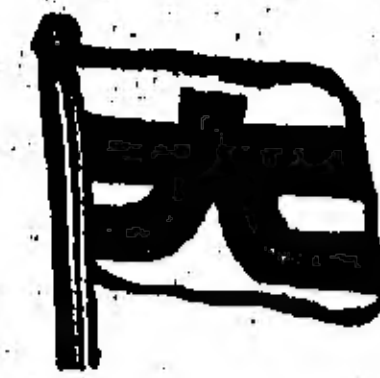
DESTINATION.	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

Hongkong, 26th May, 1909.

MELCHERS & CO.,
AGENTS.

OSAKA SHOSEN KAISHA.



INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN,
(Intermediate Ports of Call:
Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)

Newly Built Steamers (Subject to Alteration)

"TACOMA MARU" 6,178 Tons (gross reg.) Captain — Sailing Date.
"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for stowing Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for storage passengers situated amidship. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings, Hongkong, 1st June, 1909.

T. ARIMA, Manager.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons, gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	" Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	" Oct. 25th, at Noon.
S.S. MANSHU MARU	5000 "	" Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE.—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD,
HONGKONG.

Japan Office:

14, WATER STREET,
YOKOHAMA.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Taken, torpedo boat destroyer Gunner Barlow, Hongkong.
Taman, receiving ship, 4,600 tons, 6 guns, Commander Lyon, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. B. Godfrey, Yangtze.
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain F. E. C. Ryan, Weihaiwei.
Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, B.N. Weihaiwei.
Eramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. Hon. R. O. B. Bridgeman, Hongkong.
Erimonart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Weihaiwei.
Cadmus, British sloop, 1,070 tons, Comdr. H. L. F. Heard, Shanghai.
Cherub, water tank and tug, 390 tons, 300 i.h.p., Master S. West, Hongkong.
Clie, British sloop, 1,070 tons, Comdr. C. T. Borrett, Weihaiwei.
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Capt. Roland Nugent, cruising in Pacific.
Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.
Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut. Comdr. Monroe, Weihaiwei.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hongkong.
Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marescaux, Weihaiwei.
King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Hedworth Lamont, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 i.h.p. Capt. L. Clinton-Baker, Weihaiwei.
Kinshia, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Comdr. F. H. Walter, Borneo.
Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.
Moorehen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, West River.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. B. J. D. Guy, V.C., Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. B. Tickell, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.

Taken, torpedo boat destroyer Gunner Barlow, Hongkong.

Taman, receiving ship, 4,600 tons, 6 guns, Commander Lyon, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. B. Godfrey, Yangtze.

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Erimonart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Weihaiwei.

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